

# dsc

## INDUCTION KIT FITTING GUIDE.



**WARNING: BEFORE CARRYING OUT ANY WORK ON THE CAR, PLEASE DISCONNECT THE BATTERY TERMINALS.**

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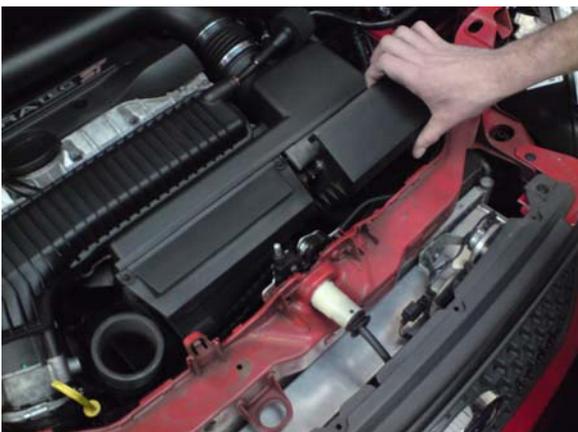
1. Extract 6 plastic screws and remove panel.



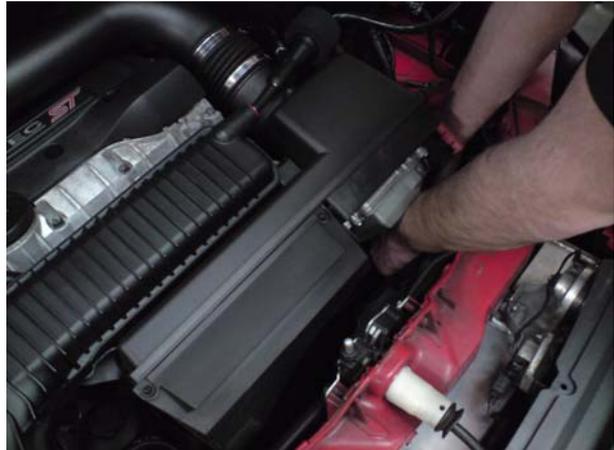
2. Extract three screws for air intake and remove.



3. Remove ECU cover, this will slide upwards and then out.



**4.** Extract four ECU screws



**5.** Once all four screws have been removed, take out ecu and move to the right hand side (leave plugged in)



**6.** Remove Vacuum pipe from inlet manifold (push-pull fit)



**10.** Remove 10mm securing bolt from the side of the cylinder head.



**11.** Pull MAF housing out of the standard airbox, remove seal from around MAF housing and keep in safe place as this will be needed if the standard airbox is to be re-fitted.



**12.** Slide the airbox out of the car to the right, be careful not to catch and damage anything when removing.



**7.** Remove electrical connection to MAF sensor.



**8.** Remove 2 x T25 screws from MAF housing and also 1X T25 that holds engine wiring loom to the airbox.



**9.** Remove air duct from the side of the air box.



**13.** Remove the MAF housing.



**14.** Remove the standard boost pipe by removing the 10mm bolt on the back of the pipe and the jubilee clip on the end of the pipe.



**15.** Check that all the bolts and brackets are present in the kit; fit the new DS Ind kit pipe into the turbo tube.



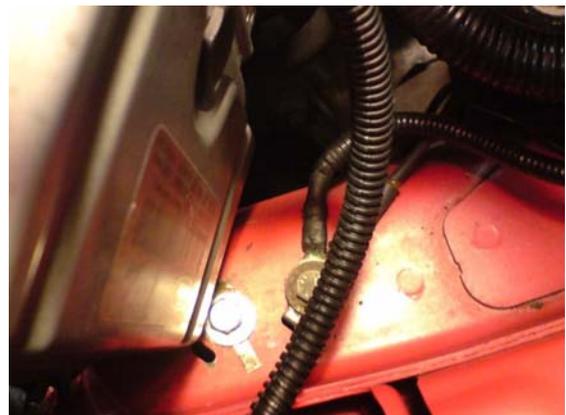
**16.** Fit the long bracket with a twist in it to the original hole in the cylinder head and then to the pipe, (leave loose until all of the kit is attached and ready for alignment)



**17.** Attach the long bracket with the 90 degree bend to the ECU.



**18.** Remove the earth closest to the front of the car. Attach the ECU to the hole left by this earth, move the earth strap to the second hole back on the chassis leg. Then attach the medium bracket using the supplied self tapping screw into the front panel and a 10mm bolt into the ECU. **Note: please make sure that all earths are clean and have a proper contact as incorrect fitment may cause electrical faults.**



- 19.** Fit a jubilee clip and first samco hose to the end of the new pipe (do not tighten until alignment stage).



- 20.** Fit MAF housing and jubilee clip and attach two vacuum pipes to rear of Ind kit, if your car only has one pipe you will need to use the supplied blanking plug (do not tighten until alignment stage).



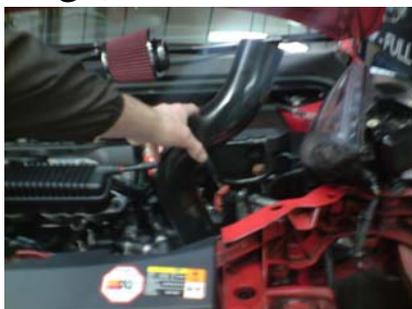
- 21.** Fit second hose and jubilee clip to the MAF housing.



**22.** Remove nearside head light, this makes positioning and securing the second pipe and fitting the air filter easier. Before fitting the second pipe, you will need to remove the plastic guard from wiring loom and you **MUST** insulate using the insulation tape. There is also a small bracket on the gearbox that supports two earth straps, please make sure that this isn't touching the induction pipes, if so you may need to remove it.



**23.** Insert the second pipe down past the ECU and the nearside chassis leg and secure to the chassis using the supplied bracket, this will mount on and existing captive nut attached to the chassis leg. (Do not tighten, at this stage).



**24.** Attach the second pipe onto the maf housing then reconnect the vacuum pipe and MAF connector.



**TIP:** *Before fitting the air filter, there is a small plastic shield that is situated in the near side of the bumper next to the intercooler, we suggest that you take this out as it improves air flow to the filter.*

**25.** Now that all of the pipe work is attached to the vehicle, you will need to position the kit so that none of the pipes are touching or chaffing any of the parts on the car. Then start the tightening process.



**26.** Now fit the filter and make sure that it is secure and it is not making contact with any other components.



**27.** Once that the DSCI induction kit has been installed make final check to ensure that everything i.e. jubilee clips, brackets, pipes and connections have been tightened and nothing is chaffing.



**28.** Once you have carried out all of these steps correctly, refit all of the panels that you have removed i.e. headlight and the front plastic panel, making sure that they are all correctly installed and tight.

**Post Fitting Checks:**

- Check operation of the headlights including indicators.
- Check that none of the wiring is chaffing and all of the induction pipes are not touching any components.
- Check that all of the clamps, nuts, bolts and pipes are secure.
- Battery terminals are tight.
- All the plastic covers are re-fitted correctly.

**NOTE:** If you require any assistance please contact Carl Balmforth at Dreamscience.

Tel: 01482 224433.

E-mail: [carl@dreamscience.co.uk](mailto:carl@dreamscience.co.uk)